

(I) The master's standing orders detailing closest points of approach, special conditions, and critical maneuvers.

(iv) Each owner or operator of a tank barge on an intra-port transit of not more than four hours may prepare a voyage plan that contains:

(A) The information described in paragraphs (d)(3)(iii)(D) and (E) of this section.

(B) Current weather conditions including visibility, wind, and sea state. This information may be entered in either the voyage plan or towing vessel's log book.

(C) The channels of VHF radio to monitor.

(D) Other considerations such as availability of pilot, assist tug, berth, and line-handlers, depth of berth at mean low water, danger areas, and security calls.

(4) *Navigation restriction areas.* Unless authorized by the cognizant COTP, no tank barge may operate in—

(i) The waters of Cape Cod Bay south of latitude 42° 5' North and east of longitude 70° 25' West; or

(ii) The waters of Fishers Island Sound east of longitude 72° 2' West, and west of longitude 71° 55' West.

(e) In addition to the authority for this part 165, this section is also authorized under authority of section 311, Pub. L. 105-383.

[CGDI-98-151, 63 FR 71770, Dec. 30, 1998, as amended by CGD01-98-151, 64 FR 12749, Mar. 15, 1999; USCG-1999-5832, 64 FR 34715, June 29, 1999]

**§ 165.101 Kittery, Maine—regulated navigation area.**

(a) The following is a regulated navigation area—Waters within the boundaries of a line beginning at 43°04' 50' N, 70°44' 52' W; then to 43°04' 52' N, 70°44' 53' W; then to 43°04' 59' N, 70°44' 46' W; then to 43°05' 05' N, 70°44' 32' W; then to 43°05' 03' N, 70°44' 30' W; then to the beginning point.

(b) *Regulations*—No vessel may operate in this area at a speed in excess of five miles per hour.

**§ 165.102 Security Zone: Walkers Point, Kennebunkport ME.**

(a) *Location.* The following area is a security zone: From point of land lo-

cated on Cape Arundel at latitude 43° 20.4' North, longitude 070° 28.0' West; thence to a point approximately 500 yards southwest of Walkers Point located at latitude 43° 20.2' North, longitude 070° 27.9' West; thence to a point located approximately 500 yards south of Walkers Point at latitude 43° 20.1' North, longitude 070° 27.6' West; thence to a point located approximately southeast of Walkers Point at latitude 43° 20.4' North, longitude 070° 27.2' West; thence to an unnamed point of land located at 43° 20.9' North, longitude 070° 27.1' West; thence along the shoreline of Walkers Point to the beginning point. The aforementioned offshore positions are approximated by white buoys marked in orange indicating an exclusionary area.

(b) *Regulations.* (1) In accordance with the general regulations in § 165.33 of this part, entry into this zone is prohibited unless authorized by the Captain of the Port, Portland, Maine. Section 165.33 also contained other general requirements.

(2) No person may swim upon or below the surface of the water within the boundaries of this security zone.

[CGDI 89-008, 54 FR 13883, Apr. 6, 1989]

**§ 165.103 Safety Zone: Portsmouth Harbor, Portsmouth, New Hampshire.**

(a) The following areas are established as safety zones during the specified conditions:

(1) For all inbound tank vessels carrying Liquefied Petroleum Gas (LPG), the waters bounded by the limits of the Piscataqua River Channel and extending 1000 yards ahead and 500 yards astern of an LPG tanker while the vessel transits Bigelow Bight, Portsmouth Harbor and the Piscataqua River to the LPG receiving facility at Newington, New Hampshire. This safety zone remains in effect until the LPG carrier is safely moored at the LPG receiving facility on the Piscataqua River.

(2) For all outbound tank vessels carrying LPG, the waters bounded by the limits of the Piscataqua River Channel and extending 1000 yards ahead and 500 yards astern of an LPG tanker while the vessel departs the LPG facility and transits the Piscataqua River, Portsmouth Harbor and Bigelow Bight. This safety zone remains in effect until the